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AUTHORITY

AGO D/A ltr, 29 Apr 1980

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AD829068



DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (19 Feb 68) FOR OT RD 674146 28 February 1968
SUBJECT: Operational Report - Lessons Learned, Headquarters, 125th
Transportation Command (Terminal A), Period Ending 31 Oct 1967

TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSTOR OT within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from Lessons Learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl

as

DISTRIBUTION:

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US Continental Army Command

US Army Combat Developments Command

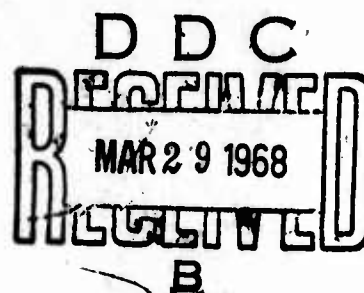
Commandants

US Army Command and General Staff College

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US Army Quartermaster School

US Army Transportation School



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CO, 125th Transportation Command

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 125TH TRANSPORTATION COMMAND (TERMINAL A)
APO 96307

AVCA-SGN-TC-XA-C

20 November 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR 65) (WFRGAA)

THRU: Commanding Officer
4th Transportation Command (Terminal C)
ATTN: AVCA-SGN-TC-GC-PT
APO 96307

Commanding General
US Army Support Command, Saigon
ATTN: AVCA-SGN-GO-O
APO 96307

Commanding General
1st Logistical Command
ATTN: AVCA-GO-O
APO 96307

Deputy Commanding General
US Army, Vietnam
ATTN: AVHGC-DST
APO 96375

Commander-In-Chief
US Army, Pacific
ATTN: GPOP-OT
APO 96558

STATEMENT #3 UNCLASSIFIED

This document is subject to special export controls and each transmittal to foreign governments or foreign nationals may be made only with prior approval of -----

TC: Headquarters, Department of the Army
Assistant Chief of Staff for Force Development (ACSFOR, DA)
Washington, D. C. 20310

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SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(MCS CSFOR 65) (WFRGAA)

a. Attached as Inclosure 1 is the current organizational chart for the 125th Transportation Command (Terminal A).

b. During this reporting period, the mission of the 125th Transportation Command (Terminal A) was amended to encompass not only those functions involving its advisory role to the Director of the Saigon Port Authority and his staff, but was expanded to assign primary responsibility for the discharge of all military and military - interest cargo aboard vessels placed at all berths and buoys within the Saigon Port Complex. With this transfer of responsibility, certain internal reorganizational shifting was necessitated, and, as a result, additional operational emphasis was placed on the scope of this command's activities. The term "Commanding Officer, US Army Terminal, Saigon" was initiated and has been used to more accurately depict those areas pertaining to the military cargo operation. During this period there was an almost complete turnover of personnel resulting from rotation of those who had arrived with the command in country on 29 September and 4 October 1966.

c. A total of fourteen (14) mandatory training sessions were conducted during the period from 1 August 1967 to 31 October 1967. Command personnel were engaged in activities concerning the performance of assigned command missions a total of ninety-two days. There were no troop movements within this command during the reporting period.

d. Specific areas of interest during last quarter.

(1) Barge discharge facilities at Thu Duc and Block 22.

(a) Construction of facilities in the vicinity of the warehouse complex at Thu Duc continued during this quarter. The first discharge point was placed in service near Warehouse 5 in late October. When this facility becomes fully operational, the movement of cargo by barge from the Saigon Commercial Port will be greatly expedited, since cargo will move directly from barge discharge points into one of the designated warehouse areas. As noted previously, an antiquated pier facility was pressed into service as a temporary discharge point. However, utilization of this facility involves a transfer of cargo from barge to truck for the cargo's final movement to storage warehouses. The outdated barge piers will be phased out of service as sections of the barge discharge facilities are completed at Thu Duc. It is presently anticipated that they will become fully operational during this next quarter.

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(b) Construction of additional facilities at the Block 22 Site were terminated during this quarter as a result of feasibility studies initiated and monitored by USAID. An engineering survey of construction methods being employed on this project ascertained that continued construction was unwise, since the design of this facility was not considered sound from an engineering standpoint. After reviewing subject studies pertaining to this facility, representatives of USAID and MACV evaluated projected requirements and concluded that discharge capability of existing facilities was sufficient.

(2) Removal of overaged cargo from the port transit areas. During this quarter a concentrated effort has been made to pinpoint and closely monitor all blocks of cargo remaining in the port area over 30 days. Through close review of periodic warehouse inventories, this command has been able to extract information on those consignees affiliated with the US Government, particularly non-appropriated fund clubs and messes, and US Government agencies shipping cargo on commercial bills of lading. Also, port officials have indicated that positive action is now in progress to remove approximately 800 short tons of "hard core" overage cargo from the port area. It is anticipated that these actions will considerably reduce the present overage cargo inventory level.

(3) Acceleration of the port rehabilitation and maintenance program.

(a) Paving, lighting and fendering of the port area has slipped due to non-allocation of proportionate funding by the Government of Vietnam.

(b) During this quarter equipment maintenance support personnel previously furnished to the Saigon Port Authority by USAID was withdrawn due to budgetary limitations. The overall impact of this action was a substantial reduction in equipment maintenance capability. Efforts have been exerted by Saigon Port Authority officials to recruit suitable replacements or trainees, but, primarily due to the authorized wage scale, efforts have been unsuccessful.

(4) Construction of the Saigon Port Mess Facility was completed during this quarter. Purpose of this facility will be to provide well-balanced meals for Vietnamese personnel employed by the Saigon Port Authority and licensed contractors. Although plans have not been established for the formal opening of this facility, required mess equipment is now on hand and available for immediate installation when this phase of the project is initiated by Vietnamese port officials. Based on the

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present plans for completion, it is anticipated that this facility could be placed in operation within thirty days after installation of mess equipment is begun. Through continued coordination with the Saigon Port Authority, it is hoped that sufficient emphasis can be exerted to expedite the formal opening of this facility.

(5) On 1 August 1967, the responsibility for discharge of PL 480 rice, as well as other PL 480 bulk cargoes when loaded aboard vessels with rice, was transferred from S-3, Military Operations Branch, of this command to Central Purchasing and Supply Agency (CPSA), an agency of the Government of Vietnam, when such cargo was consigned to CPSA. Under procedures established pertaining to this transfer of responsibility, CPSA-appointed stevedores were utilized for discharge of PL 480 bulk cargoes, in lieu of military nominated stevedores who were previously employed for discharge operations. Implementation of procedures involving this transfer of responsibility to CPSA was accomplished without complications. Plans are now in progress to turn over additional discharge responsibilities to CPSA. As a function of this command's advisory mission, CPSA vessel discharge operations are presently monitored by S-3, Commercial Operations Branch, in order to compile pertinent information necessary to evaluate CPSA's cargo discharge performance.

(6) Problems anticipated in this command's previous Operational Report concerning projected fertilizer shipments were resolved through close coordination with representatives of the Associate Director of Agriculture, USAID. Initially, non-availability of fertilizer storage warehouses posed a critical problem. However USAID, in coordination with the Agricultural Development Bank, an agency of the Government of Vietnam, procured additional warehouse space. Under arrangements in effect prior to procurement of this storage space, vessels carrying fertilizer were discharged to barges which were moved directly to the fertilizer warehouses. Since the newly acquired warehouses were accessible only by truck, necessary coordination was effected which permitted fertilizer vessels to discharge at the piers within Saigon Commercial Port and load directly to trucks. This arrangement eliminated the potential problem of the double-handling of these fertilizer shipments.

(7) During this quarter much progress was made in coordinating the establishment of a fire station within Saigon Commercial Port. A tentative commitment has been received from the City of Saigon Fire Department to transfer several pieces of fire-fighting equipment from its main station to the port area. Presently, final arrangements are being made to establish appropriate facilities within the port area for

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housing of this equipment. It is presently anticipated that this transfer of fire-fighting equipment will occur during the month of November 1967.

(c) On 15 August 1967, this command was given the additional mission of discharging military cargo vessels berthed at three quays in the M&M area within the port of Saigon. This new mission expanded the scope and importance of the S-3, Military Operations Branch, and required certain realignment of responsibilities for all elements of this command. With this added mission, the authorized personnel strength of this command was increased by the assignment of the 117th Transportation Company (Terminal Service). Later, on 16 October 1967, this command was given the mission of operating Berth K-12 in the vicinity of the 506th Field Depot complex. The delegation of this added mission increased the previous military discharge capability in the Saigon area by one berth, and necessitated an internal redistribution of personnel to accomplish the mission.

e. Major areas to be addressed during the next three months are:

(1) Continuation of efforts now being coordinated by representatives of USAID and US Military agencies to turn over responsibility for discharge of PL 480 commodities and counter-insurgency (CI) bulk cargoes to the Central Purchasing and Supply Agency (CPSA). Under this agreement, CPSA as an agency of the Government of Vietnam will assume vessel discharge responsibilities, as well as overall management and control of the movement and storage of these bulk cargoes once discharged from the vessel. When procedures under this agreement are implemented, advisory elements of this command will monitor various aspects of the discharge operation to include evaluation of stevedore methods and techniques, daily stevedore performance indicators, and control and expeditious discharge of barges utilized for movement of the commodities from vessel to warehouse.

(2) Rehabilitation of warehouse and pier facilities in the vicinity of Berth K-12, now assigned to this command for the discharge of military cargo vessels. This pier facility is primarily a direct vessel-to-truck discharge operation, limited by a narrow pier which permits minimal cargo staging. Although the pier has been repaired, the existing warehouse facility has been condemned because of the possibility of collapse. Repair of this building or its removal to permit staging of cargo away from the narrow pier area would permit more expeditious discharge of vessels, clearance to first destination and staging of retrograde cargo.

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(3) Development of an effective quarantine and sanitation program for vessels berthed in Saigon Commercial Port. Previously, enforcement of international quarantine and sanitation procedures was virtually impossible, since the existing Port Tariff, published by the National Port Authority for the Port of Saigon, failed to outline specific responsibilities of various vessel owners and operators concerning their compliance with provisions of pertinent international regulations. Through the efforts of advisory personnel of this command, working in coordination with Vietnamese health officials, an addition to the current Port Tariff was drafted which contains pertinent quarantine and sanitation requirements. These requirements will be included in the revised Port Tariff which will become effective on 1 January 1968. In addition, action is being taken by the Saigon Port Authority to hire or train qualified personnel to enforce the quarantine and sanitation regulations.

(4) Coordination with Saigon Port Authority officials on the final review of the Port Tariff pertaining to the Port of Saigon prior to the date it becomes effective, 1 January 1968. Changes and revisions will be studied and discussed to determine their overall impact on port operations and activities. Modifications to the existing Port Tariff include the disposition and handling of hazardous cargo, the establishment of additional safety requirements aboard vessels berthed in Saigon Commercial Port, adjustments in various fees charged, and the quarantine and sanitation rules previously mentioned.

(5) Coordination with USAID in order to obtain final approval for a visit to US ports by Vietnamese Port Officials. These trips were conceived by this command as an executive training tool which would assist participants in resolving many of the operational and management decisions with which they are consistently confronted. Implementation of subject program during this quarter was postponed as a result of budgetary restrictions placed on USAID. Recently, during joint discussions between USAID and military personnel, it was concluded that this program had sufficient merit to warrant continued efforts to arrange a suitable itinerary. In view of weather conditions normally experienced in northern ports of the United States during the winter season, present planning indicates this visit will be delayed until the spring of 1968, which should provide sufficient time to resolve remaining administrative obstacles.

(6) Development of improved procedures concerning the reporting of cargo tonnage information within each warehouse and transient area by adaptation of various methods and techniques not previously considered. Presently, established procedures for reporting on-hand

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cargo tonnage information are being reviewed jointly by USAID representatives and advisory personnel of this command, in order to adapt existing procedures to an automatic data processing system. This concept involves an overall evaluation of methods now utilized to formulate pertinent inventory reports. Implementation of the ADP inventory control system now being devised will result in more accurate and timely inventory reports which will provide a useful management tool for the Saigon Port Authority and USAID officials.

f. As previously stated, a complete turnover of command and staff has occurred, primarily as a result of this unit's deployment into the Republic of Vietnam approximately one year ago. The following is a list of the commander and principal staff officers assigned to this command:

Commanding Officer: Colonel Lloyd A. Osborne

Deputy Commanding Officer: Lieutenant Colonel Edgar V. Friend, Jr.

S-1: Major Robert R. Bauman

S-2: Captain James L. Moore, III

S-3: Lieutenant Colonel Paul R. Johnson

S-4: Major Dannie J. Risley

This command is organized under TO&E 55-131E, augmented.

SECTION 2 - PART I

OBSERVATIONS (LESSONS LEARNED)

1. Personnel, administration, morale and discipline.

a. ITEM: Personnel Safety

DISCUSSION: Recent accidents within this command point up the need for continued emphasis on safety. During investigation of one accident, it was found that a Towmotor forklift, 4,000 lb capacity, vibrated into gear after the operator had dismounted. The Vietnamese operator was crushed when the forklift moved forward. It was determined

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that it had become common practice for operators to dismount from the forklift with the engine running. In another incident, a Vietnamese worker was crushed when a 1,400 pound crate being loaded onto a truck toppled off the forklift onto the individual.

OBSERVATION: These accidents point out the continued need to stress on-the-job safety, since normal personnel attrition results in the periodic turnover of assigned personnel, both US and Local National. All assigned personnel have been advised of existing command policy concerning unsafe acts such as those described above, and supervisory personnel have been directed to insure that unsafe acts are noted and on-the-spot corrections are made.

b. ITEM: Personnel Qualifications

DISCUSSION: Of new personnel arriving in this command during this reporting period, at least three were obviously incompatible with Army life before their assignment overseas. Repeated disciplinary actions, fair or unsatisfactory conduct and efficiency reports and, in one case, fraudulent enlistment should have triggered elimination action prior to their assignment to Vietnam.

OBSERVATION: Attention must be given to more careful selection of enlisted personnel levied for overseas assignment. More thorough screening of records should flag individuals for elimination board proceedings by organizations in CONUS. Once assigned to overseas organizations, valuable operational effort is dissipated both by their inability to perform satisfactorily and by the time and effort consumed in disciplinary and elimination actions.

c. ITEM: Expediting receipt of delivery orders.

DISCUSSION: For military interest cargo shipped on a commercial bill of lading, the system of obtaining delivery orders from shipping agents after payment of unloading fees has been accomplished through a contract with a commercial firm, Compagnie Saigonaise de Transit (CST). In the past, there was sometimes a considerable delay in obtaining delivery orders. This resulted in cargo being transferred to commercial warehouses because delivery orders were not available for presentation to the stevedore contractor at the time of cargo discharge from a particular vessel. In order to expedite procedures previously established, representatives of this command contacted the principal shipping agents and arranged with them to receive delivery orders directly by presenting them a copy of the DD Form 1155 Service Order Form

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which authorized the commercial firm, CST, to make payment directly to that shipping agent for fees due.

OBSERVATION: This informal agreement with the principal shipping agents in the Saigon area has greatly reduced the number of incidents in which cargo has been transferred to commercial warehouses due to untimely receipt of delivery orders.

2. Operations

a. ITEM: Delay in Receipt of Commercial Manifests

DISCUSSION: As one function of the advisory mission of this command, assigned personnel are in daily contact with their appropriate counterparts within the staff of the Saigon Port Authority for the purpose of coordinating daily vessel movements. Due to the improved fluidity of vessel movements into the Saigon Commercial Port, there has been a substantial increase in the number of vessels arriving from Singapore and Hong Kong. Because of the relatively short voyage time between these ports and Saigon, vessels were arriving at Cape St. Jacques anchorage area prior to the receipt of the vessel's manifest and other vessel papers in the mail by the commercial shipping agent. This late receipt of administrative papers pertaining to the vessel's cargo resulted in delayed schedulings of the vessel's movement from the anchorage area to Saigon.

OBSERVATION: Through coordination between representatives of this command and the Associate Director of Logistics and Engineering, USAID, a joint effort was made to reach a desirable solution to this problem. A recommendation was submitted to the particular shipping agents responsible for these shipments to utilize air freight on a trial basis in order to insure timely delivery of the vessel manifest and other supporting papers. This procedure has now been adopted, and has resulted in more timely scheduling of incoming vessels, thereby reducing the time these vessels are required to wait at the Cape St. Jacques anchorage area.

b. ITEM: Shipment of Goods to Vietnam by Military Personnel from R&R locations.

DISCUSSION: During periodic reviews of commercial cargo warehouse inventories conducted during this reporting period, it was noted that an increasing number of these shipments were consigned to military personnel. Through follow-up action initiated by this command, it was determined that the majority of these shipments had originated at principal R&R centers. Many of these shipments had become "frustrated"

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for one of two reasons: either the individual had rotated prior to the arrival of the cargo, or the shipment had been transported to Saigon without prior arrangements by the individual for trans-shipment to the Vietnamese port nearest his military unit location.

OBSERVATION: In order to assist Vietnamese port officials in the clearance of this cargo from commercial warehouses at the Saigon Commercial Port, the S-3, Support Services Branch, of this command has assisted many military personnel located outside the Saigon area. Also, during this quarter, correspondence was forwarded by this command to Headquarters, US Army, Vietnam, to be disseminated to military personnel departing on R&R outlining procedures to be observed to avoid future problems concerning the shipment by vessel of items from R&R centers. This information has received dissemination through publication in the daily bulletins of major commands located in Vietnam, as well as being included in the R&R briefing for those personnel preparing to depart Vietnam in an R&R status.

3. Training and organization: None

4. Intelligence: None

5. Logistics:

a. ITEM: Interchangeability of Voltage Regulators and Generators

DISCUSSION: Through experience gained in the maintenance of materials-handling equipment in this command, it has been determined that Voltage regulator, FSN 2920-758-0008, and generator, FSN 2920-784-0021, used on 4,000 pound capacity warehouse tractors and manufactured by United Tractor, are interchangeable with regulator, FSN 2920-687-8523, and generator, FSN 2920-659-6913, used on 4,000 pound capacity forklifts, manufactured by Tommotor.

OBSERVATION: It should be recognized that utilization of the above items should be considered as a field expedient when repairing these type forklifts, however past performance indicates the replacement items perform satisfactorily in cases of operational necessity.

b. ITEM: Replacement of Forklift Tires

DISCUSSION: In the past this command has experienced difficulty in obtaining the size tire specified for the Baker forklift, 6,000 lb capacity, Model 190, which normally uses size 7.50 x 15.

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(RCS CSFOR) (WFRCAA)

OBSERVATION: In order to insure continued operation of forklifts assigned this command, an effort was made to find a field expedient which could be utilized in lieu of size 7.50 x 15 tires. Subsequently, it was found that size 8.25 x 15 tires, used on Hyster forklift, 15,000 lb capacity, Model M178, may, when considered an operational necessity, be used on Baker forklift, Model 190. This substitution is possible only after the 8.25 x 15 tires have been worn sufficiently to fit within the wheel wells of the Baker, Model 190. It should be emphasized that this practice should only be used as a field expedient, and the replacement tire should only be utilized as a temporary substitute until the authorized tire can be obtained.

c. **ITEM:** Establishment of Mobile Reccoopering Teams

DISCUSSION: During informal cargo accountability checks conducted within this command, it was found that the rate of pilferage was most obvious in those lots of cargo where cartons and containers had been broken or damaged while intransit. At each point where the cargo was counted, it was noted that tallies were found to be progressively lower, which indicated that pilferage of these broken lots was occurring while the cargo was enroute from one check point to the next.

OBSERVATION: It was determined that emphasis must be placed on the repacking and reccoopering of the damaged containers as soon as possible after their discovery. Previous procedures required the movement of the damaged cargo from shipside to a designated warehouse where the repacking operation occurred. Under the revised procedures, mobile reccoopering teams were established in each of the port areas, who were available on call when required at any vessel berth within the port areas assigned. Adoption of this procedure has reduced the amount of pilferage previously experienced, and, as an added benefit, has expedited the movement of cargo through the port, since the reccoopered shipments move directly from the ship to first destination.

d. **ITEM:** Issuance of WABTOC Kits to Units deploying to RVN

DISCUSSION: It has been noted that unit cargo arriving in Saigon for vessel discharge often include many items of non-essential equipment and supplies found in the WABTOC kits.

OBSERVATION: A check with various logistics personnel located at field depots within the Republic of Vietnam indicates that most supplies found in the WABTOC kits are readily available for issue from depot stocks. In these instances, movement of the WABTOC kits

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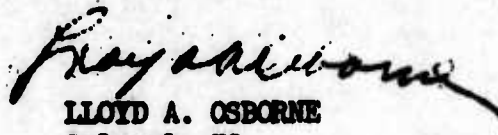
places an additional and unnecessary movements requirement on transportation resources. Movement of WABTOC kits should be considered only after a critical analysis of these items indicates an actual requirement.

SECTION 2 - PART II

RECOMMENDATIONS

1. That information concerning safe operation of 4,000 lb Towactor forklift (Section 2, Part 1, paragraph 1a) be widely disseminated.
2. That more careful screening of personnel records prior to overseas assignment be made (Section 2, Part 1, paragraph 1b).
3. That field expedients mentioned in Section 2, Part 1, paragraphs 5a & b, be included in appropriate maintenance bulletins.
4. That shipment of WABTOC kits be eliminated unless found to be absolutely essential (Section 2, Part 1, paragraph 5a).

1 Incl
as


LLOYD A. OSBORNE
Colonel, TC
Commanding

15
AVCA SGN TC GCPT (20 Nov 67) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967

HEADQUARTERS, 4th Transportation Command, APO 96307 27 NOV 1967

TO: Commanding General, USA Support Command, Saigon, ATTN: AVCA SGN GO,
APO 96491

The inclosed seven (7) copies of Operational Report - Lessons Learned for the quarterly period ending 31 October 1967, submitted by the 125th Transportation Command (Terminal A) has been reviewed and is deemed representative for the reporting period.

FOR THE COMMANDER:

TEL: Tiger 3735


MARIANO NEVAREZ
CAPTAIN, AGC
ASSISTANT ADJUTANT GENERAL

AVCA SGN GO (20 Nov 67)

2d Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR-65)(125th Transportation Command (Terminal A) WFRGAA)

DA, HQ, US ARMY SUPPORT COMMAND, SAIGON APO US Forces 96491 30 Nov 67

TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO O,
APO 96307

1. The Operational Report - Lessons Learned for the Quarterly Period ending 31 October 1967 of the 125th Transportation Command (Terminal A) is hereby forwarded in accordance with the provisions of paragraph 9, AR 1-19.

2. Reference: Section II, Part I; paragraph 1a. On 30 July 1967, PFC Cataland, 550th Ordnance Detachment, was killed by a 4,000 pound tow-motor lift that may have vibrated into gear. Maintenance was contacted to determine if modification of the forklift was possible. This headquarters published a notice in D B. 193, 14 August 1967, paragraph 7, recommending that operators turn off the ignition and set the emergency brake prior to dismounting the forklift. This problem was also discussed at the Command Safety Council on 14 October 1967. Minutes of this council were published, recommending action as stated in D B 14 October, and were distributed down to detachment and company level. This problem and the suggested safety procedures will be included in the monthly newsletter published by the Director of Maintenance.

3. Except as otherwise noted, all lessons learned and recommendations are concurred with by this command. A copy of this indorsement has been provided to the originating headquarters.

FOR THE COMMANDER:

TEL: LB 2604

Robert L. Doherty

ROBERT L. DOHERTY
CPT, AGC
Asst AG

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AVCA GO-O (20 Nov 67) 3rd Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR 65) (UIC WFRGAA)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96384 10 JAN 1968

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DH,
APO 96375

1. The Operational Report - Lessons Learned of the 125th Transportation Command for the quarterly period ending 31 October 1967 is forwarded.

2. Section 2, Part II:

a. Paragraph 3. In reference to paragraph 5a, this headquarters will evaluate the feasibility of interchanging the voltage regulator and generator between the United Warehouse tractor and the towmotor, 4000 lb forklift. After a sufficient testing period, this headquarters will disseminate the information if the interchange is advisable or not. In reference to paragraph 5b, this headquarters has been aware of the expedient of using worn 8.25X15 tires on the Baker commercial forklift when the proper size tire was not available (7.50X15). This problem has been resolved by the location of sufficient 7.50X15 tires within the supply system to satisfy the requirements.

b. Paragraph 4. Base Camp Development Kits have been discontinued by Department of the Army. The CINCUSARPAC message GPLO-PL 41503, DTG 210346Z November 1967, Subject: Base Camp Development Equip TAT for Deploying Units, sent to DA and United States Army Materiel Command is quoted:

"References:

a. DA 837350, 231808Z Oct 67, which announced that units deploying to RVN through 31 Dec 67 would deploy with Base Camp Development Equipment. Thereafter, the packages will be discontinued.

b. USARV AVHGD-MD 81916, 030900Z Nov 67, in which USARV required immediate elimination of WABTOC TAT Packages except for the 101st Abn Div (-).

Since most items included in the WABTOC Packages are available in USARV stocks, request these packages be discontinued immediately. Ref Bravo Pertains."

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SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
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3. This headquarters concurs with the basic report as modified by
indorsements. This report is considered adequate.

FOR THE COMMANDER:

TEL: LBN 2885


J. R. Knutsen
CPT. AGC
Ass't Adjutant General

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AVHGC-DST (20 Nov 67) 4th Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR 65) (WFRGAA)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 25 JAN 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1967 from Headquarters, 125th Transportation Command (Terminal A) (FRGA) as indorsed.

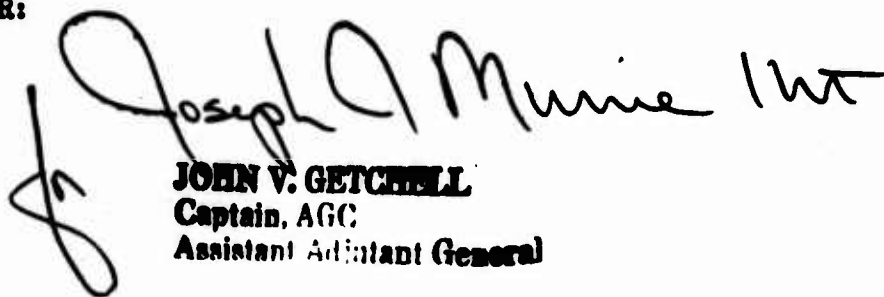
2. Pertinent comments follow:

a. Reference item concerning personnel safety, page 7, paragraph 1a; page 12, paragraph 1; and 2d Indorsement, paragraph 2: Concur. Safety bulletins are published by this headquarters monthly. These bulletins present a review and analysis of all accidents that have occurred during the month to include recommended corrective safety measures. Additionally, all safety officers (civilian) in-country are assembled monthly and given specific guidance on timely subjects including materials handling equipment.

b. Reference item concerning personnel qualifications, page 8, paragraph 1b; and page 12, paragraph 2: Concur. Recommend that the POR qualification procedures contained in AR 612-35, which are considered adequate, be reemphasized to all CONUS Commanders.

3. A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:


JOHN V. GETCHELL
Captain, AGC
Assistant Adjutant General

cy furn:
HQ, 125th Trans Comd
HQ, 1st Log Comd

GPOR-DT(20 Nov 67)

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SUBJECT: Operational Report for the Quarterly Period Ending 31 October
1967 from HQ, 125th Trans Comd (Term A) (UIC: WFRGAA)
(RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 6 FEB 1968

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

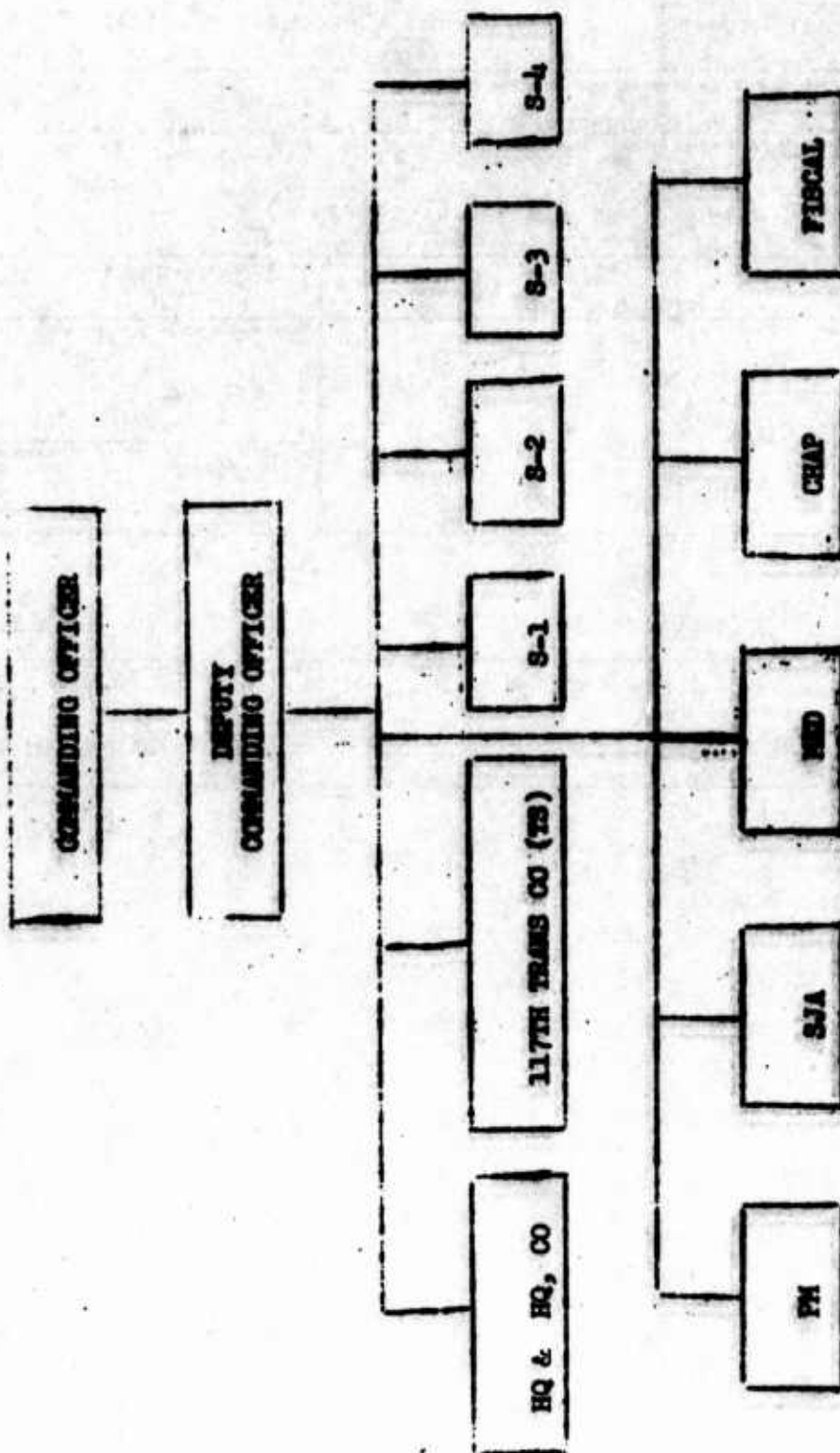
This headquarters has evaluated subject report and forwarding
indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



HEAVRIN SNYDER
CPT, AGC
Asst AG

HEADQUARTERS, 125TH TRANSPORTATION COMMAND ORGANIZATION



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